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MACV SEER REPORT.

A SYSTEM FOR EVALUATING THE EFFECTIVENESS OF RVNAF.

PART II.

VIETNAMESE AIR FORCE (VNAF).

2nd
QTR CY 70

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HEADQUARTERS
UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
APO SAN FRANCISCO 96222



MACJ3-051

8 OCT 1970

SUBJECT: USMACV SEER Report, Part II, 2d Qtr CY 70

SEE DISTRIBUTION

1. This report is prepared quarterly to provide addressees with an evaluation of the effectiveness of the Vietnamese Air Force (VNAF).
2. The evaluation is derived from the Air Force Evaluation Sub-system of the System for Evaluating the Effectiveness of RVNAF (SEER), based on reports from senior advisors to VNAF. Part I of the USMACV SEER Report, published separately, comprises a similar evaluation of the Army of the Republic of Vietnam, the Vietnamese Marine Corps, and the Vietnamese Navy.

FOR THE COMMANDER:

1 Incl
Part II USMACV SEER Report
2d Qtr CY 70

Ronald A. Hall
RONALD A. HALL
CPT, USA
Asst Adjutant General

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1. (FOUO) INTRODUCTION.

a. Coverage. This report addresses the combat effectiveness of the Vietnamese Air Force (VNAF), which comprises five wings, 20 tactical flying squadrons, one training squadron, and one special air mission squadron. The report is based on the Air Force Evaluation System (AFES), a sub-system of the System for Evaluating the Effectiveness of RVNAF (SEER). In the interest of eliminating duplication in reporting, the need for inclusion of this section in future SEER reports is currently under study.

b. Scope. This is the tenth MACV Air Force Evaluation System Report. It consists of a series of narrative and graphic comparisons of operational statistics and analyses of the results accomplished during April, May, and June 1970.

c. Data Source. The information in this report is based on inputs from 7th Air Force, the Air Force Advisory Group, and US Army Vietnam.

d. Factors Influencing Performance. Numerous factors such as differences in terrain, weather, enemy density, level of activity and tactics employed by enemy and friendly forces affect the results as shown in this report. The weather conditions which affected operations during the quarter are summarized as follows:

(1) April. The transition period between the northeast and southwest monsoons is predominant during April and is characterized by generally good weather across the Republic of Vietnam. Some rainshowers were experienced in MR 1 during the month. MR 2, MR 3 and 4 had consistently good weather.

(2) May. The onset of the southwest monsoon, which normally occurs during the month, occurred this year on 28 May. Therefore, the major part of the month was in the transition season and provided very good weather throughout the nation. A general increase in rainfall was noted in MRs 2 and 3. This rainfall was the result of showers and the thunderstorms, relatively isolated, and did not produce poor or marginal weather for extended time periods.

(3) June. The southwest monsoon dominated the June weather causing increased cloudiness and precipitation throughout the country. The MR 2 highlands and northern MR 3 had poor to marginal weather during early morning periods due to stratus and fog particularly in the mountain valleys. MR 1 and 2 coastal areas experienced generally good weather. Similarly good weather was prevalent in MRs 3 and 4 with convective thunderstorms and rain showers of short duration.

- 1 -
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2. SUMMARY OF PERFORMANCE

a. General. The Vietnamese Air Force again established a new record of 11,100 total hours flown during 2d Qtr CY 70. However, the hours flown were three percent less than programmed. The number of operational sorties also increased during this quarter. The trend of hours and sorties flown is shown in the table below. The number of assigned and operationally ready aircraft increased as did the number of aircrews formed and aircrews rated combat ready. However, there was a small decrease in the percentage of aircraft operationally ready. The operationally ready goals of 85 percent of the authorized aircraft possessed, 71 percent of the authorized aircraft operationally ready, at least 80 percent of the authorized aircrews formed and 75 percent of the authorized aircrews rated as operationally ready were all achieved.

TABLE 1

ANAF PERFORMANCE

1968

	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	56,391	42,744
2D QTR	55,629	48,675
3D QTR	58,539	55,320
4TH QTR	57,162	57,078
TOTAL	227,721	203,817

1969

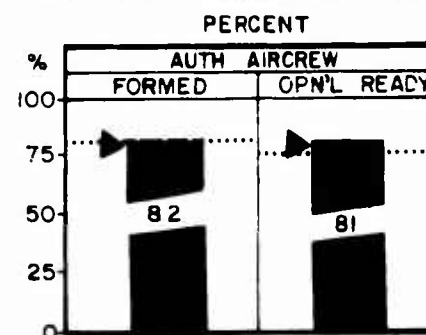
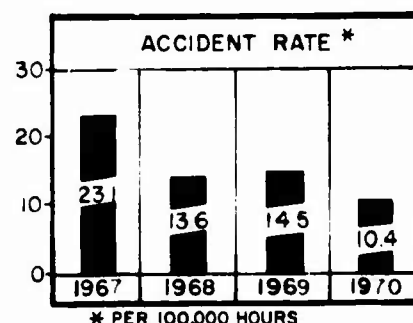
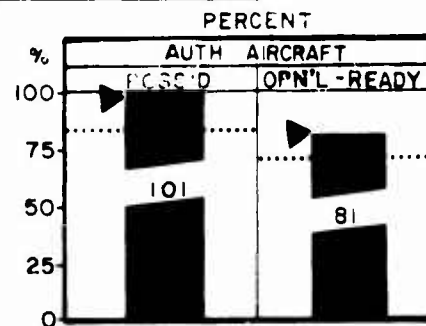
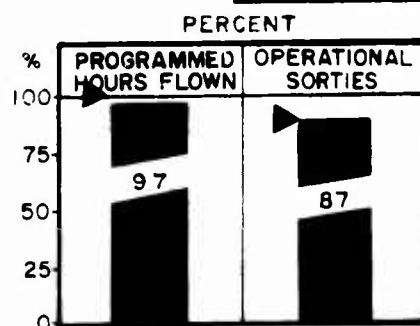
	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	56,705	54,948
2D QTR	58,824	52,917
3D QTR	73,692	75,522
4TH QTR	74,889	73,688
TOTAL	264,108	257,075

1970

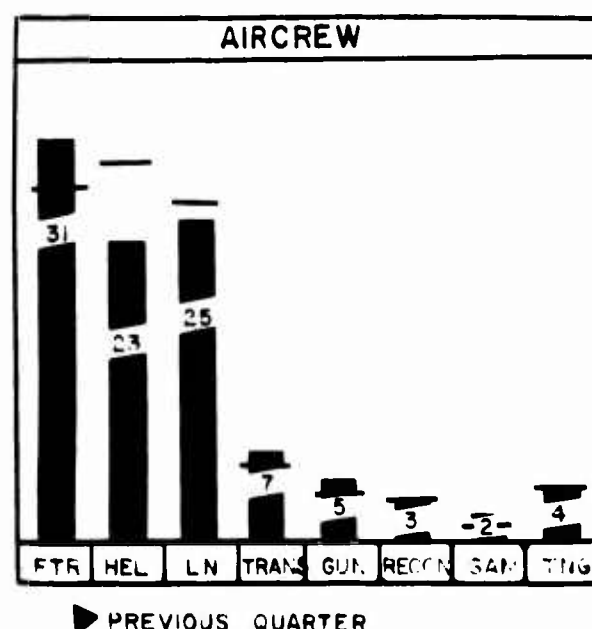
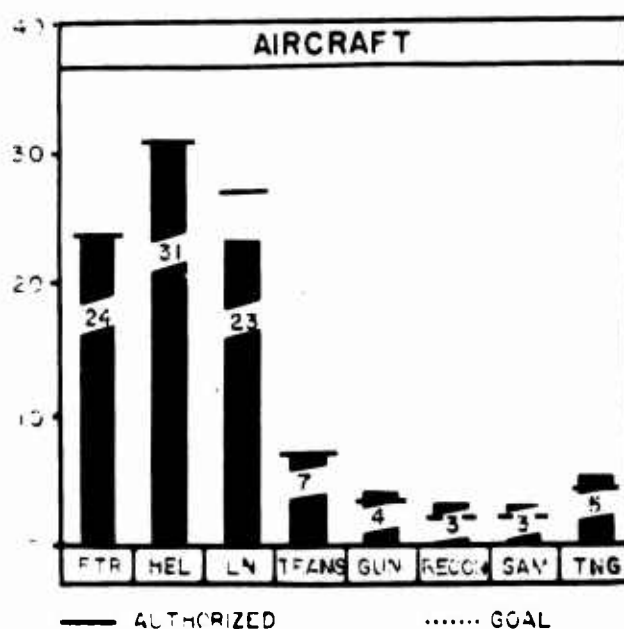
	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	81,865	90,754
2D QTR	91,100	92,169
TOTAL	172,965	182,923

CHART #1 SECRET

VNAF



VNAF COMPOSITION AS OF 30 JUNE



SECRET

b. Organization. Three significant events occurred this quarter. Activation of the Third Air Division and the 84th Tactical Wing on 1 May 1970 and the Second Air Division on 1 June 1970. There are now three air divisions, six wings, 22 flight squadrons, 21 of which are operational (six fighter, five helicopter, five liaison, one reconnaissance, one gunship, two transport squadrons and one special missions). The Vietnamese Air Force is programmed for five divisions, 10 wings, and 40 squadrons by December 1971.

c. Personnel. During 2d Qtr CY 70 assigned strength was 38,541 with 17,426 in pipeline. (See Chart 2). The shortage of qualified personnel in the seven and nine skill level improved slightly during this quarter. As of 30 June there were 2,992 assigned of the 8,481 authorized. The VNAF/USAF integrated training program continues to increase although not as rapidly as the training capability could support. Since the program began in Jan 70, 538 VNAF officers and airmen have completed training and on 30 Jun 70, 1,245 officers and airmen were training in over 30 different specialties.

d. Air Assets. At the end of the reporting period VNAF possessed 488 of the authorized 483 aircraft and 525 of the 643 authorized aircrews. The percentage of authorized aircraft rated as operationally ready was 81 percent while 81 percent of the authorized aircrews were qualified as combat ready. The expansion program is to continue until December 1971, when VNAF will possess a total of 943 aircraft manned by 1,224 aircrews.

e. Aircraft Accidents/Combat Losses. The VNAF experienced 18 major and 10 minor accidents during the first two quarters of CY 70. Based on 100,000 flying hours, this represents a major accident rate of 10.4. In comparison, the VNAF major accident rate for 1969 was 14.5. There was a significant increase (33 percent) in the number of aircraft receiving battle damage, with a corresponding increase of 41 percent in the combat loss rate. The operational and combat loss rates are shown in Chart 3.

f. Problems.

(1) The number of VNAF airmen receiving OJT remains small. The VNAF capability although improving remains limited. This is due to insufficient qualified personnel to act as trainers and lack of standardized training materials. Integrated training conducted by USAF personnel in RVN is temporarily providing OJT on functions common to VNAF and USAF. Action is being taken to develop standardized directives and training materials required for the VNAF OJT program.

(2) The liaison effort is weak because of the lack of experienced field grade and senior company grade officers. The Forward Air Controller (FAC) and Air Liaison Officer (ALO) positions require experienced rated officers capable of conducting operations from dispersed and relatively unimproved airfields. Action is being taken to provide experienced personnel, as they become available for assignment to ALO positions.

CHART #2
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VNAF PERSONNEL ASSIGNED

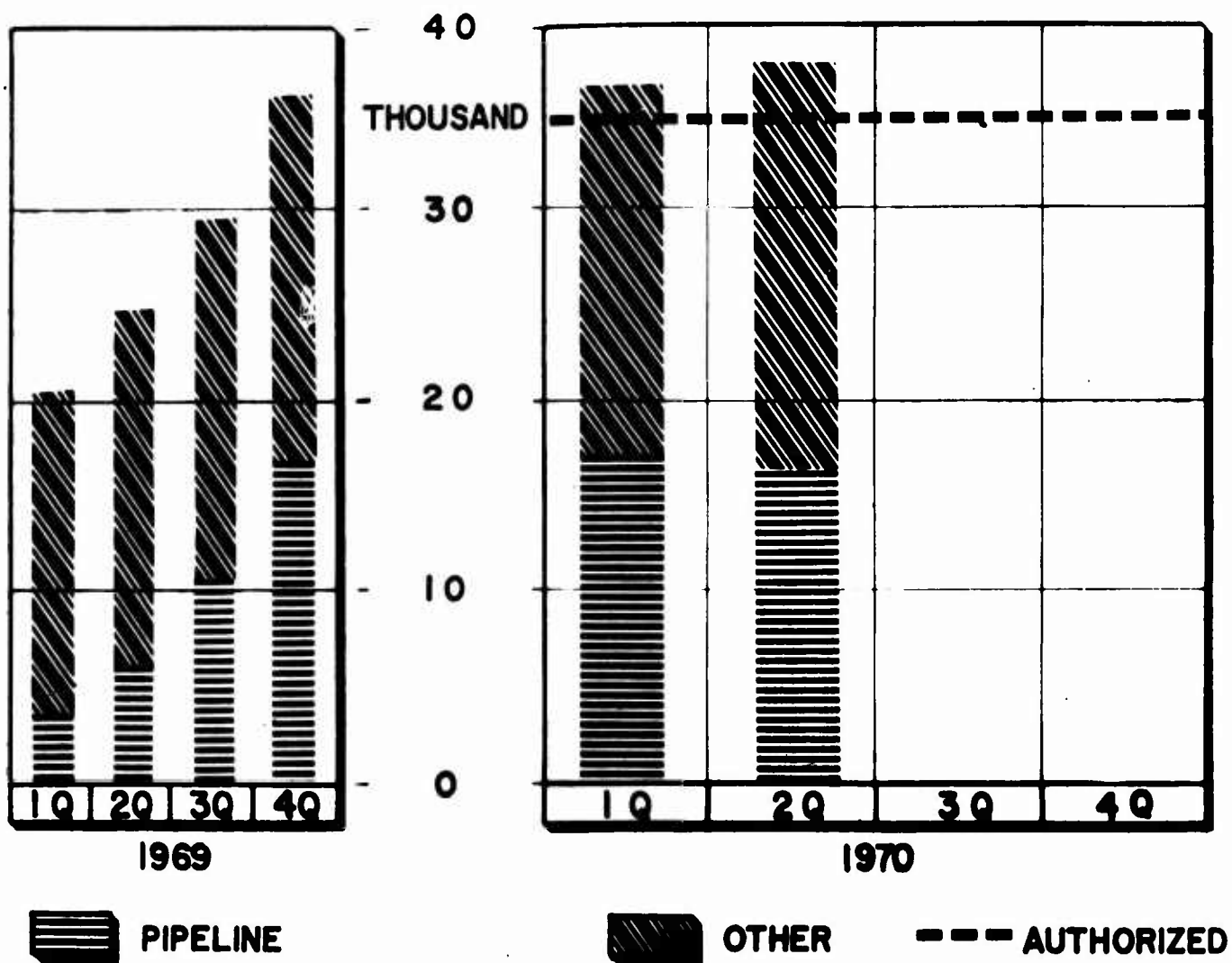
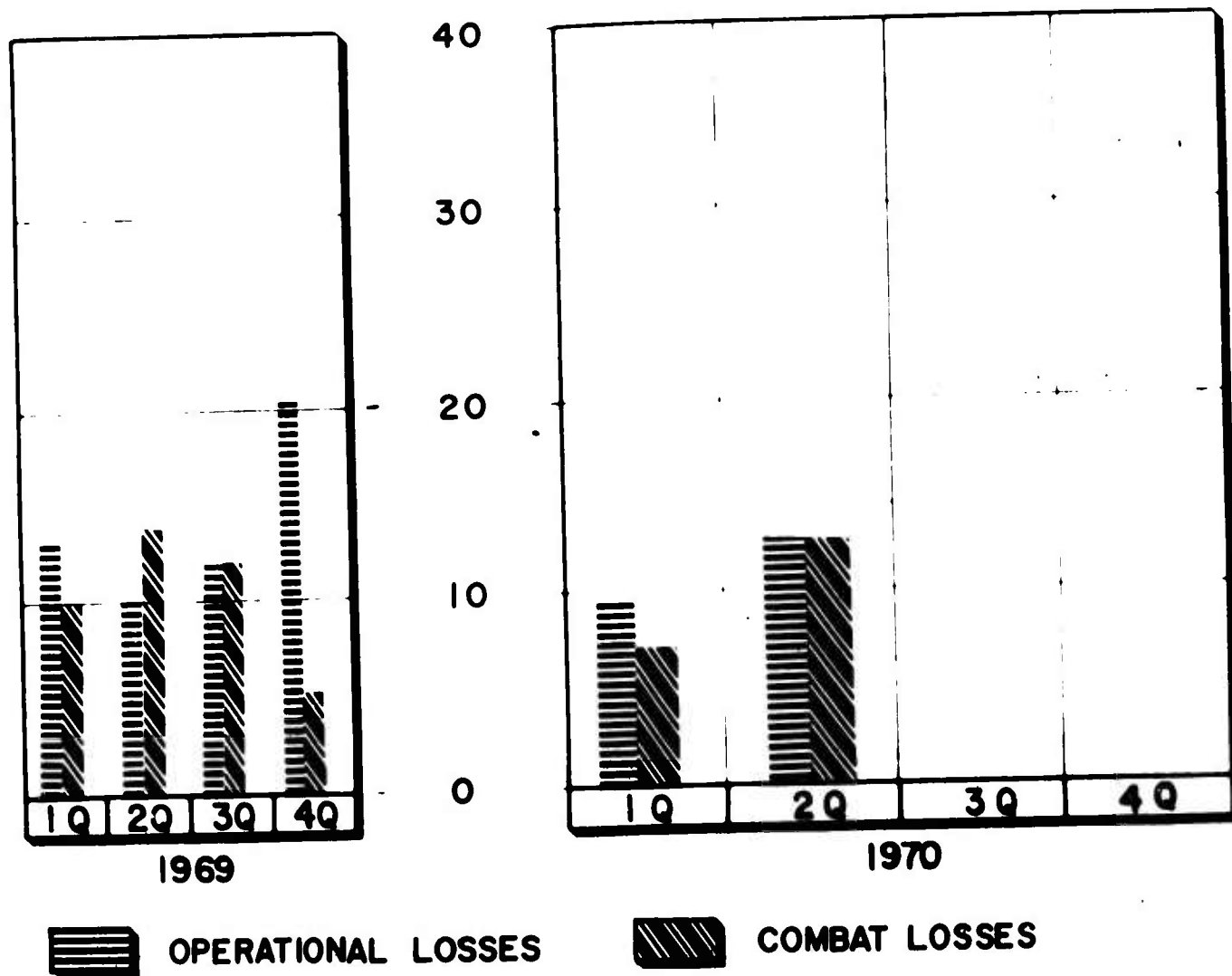


CHART #3
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VNAF AIRCRAFT LOSS RATE
(PER 100,000 FLYING HOURS)



SECRET

(3) Availability of facilities to support the VNAF I&M Program has been and continues to be a matter of vital concern. At some bases VNAF does not have sufficient facilities to satisfy the needs of the present forces nor can they properly expand to meet the requirements of the units soon to be activated. The availability of facilities continues to be paced by U.S. redeployment decisions.

3. (S) VNAF OPERATIONAL READINESS.

a. General. The 2d Qtr CY 70 operational ratings of Vietnamese Air Force squadrons are shown in Chart 4 while Table 2 shows the ratings given since 1st Qtr CY 68. The Flight School is not rated. The number of rated squadrons increased to 21 and included six fighter, five helicopter, one combat gunship, one recon, five liaison, one special air missions and two transport squadrons. USAF Operational Readiness Ratings were used. The composite "C" rating is a single indicator based on the percent of authorized aircraft possessed; the percent of aircraft operationally ready; the percent of aircrews formed; the percent of crews operationally ready; and the availability of one operationally ready aircrew for each operationally ready aircraft. C-1 is Fully Operationally Ready; C-2 Operationally Ready; C-3 Marginally Operationally Ready; C-4 Not Operationally Ready. (See glossary of VNAF evaluation terms, Annex A).

b. Ratings. As of 30 June, six squadrons were rated Fully Operationally Ready (C-1), twelve as Operationally Ready (C-2), and three as Marginally Operationally Ready (C-3). The operational ratings decreased from those of the 1st Qtr CY 70 and required the following to establish a fully Operationally Ready (C-1) status for all squadrons: two possessed and 26 operationally ready aircraft, and 41 formed and 31 operationally ready aircrews.

c. Effectiveness. The 91,100 hours and 92,169 sorties flown during 2d Qtr CY 70 were the most ever recorded by VNAF. The Vietnamese Air Force provided 22 percent (7,051) of all in-country strike sorties flown while devoting 30 percent of its strike effort (3,052) to Cambodian operations.

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TABLE 2
OPERATIONAL RATINGS

1968

<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	2	3	7	7
C-2	10	10	3	5
C-3	7	4	7	4
C-4	0	2	2	3
TOTAL	19	19	19	19

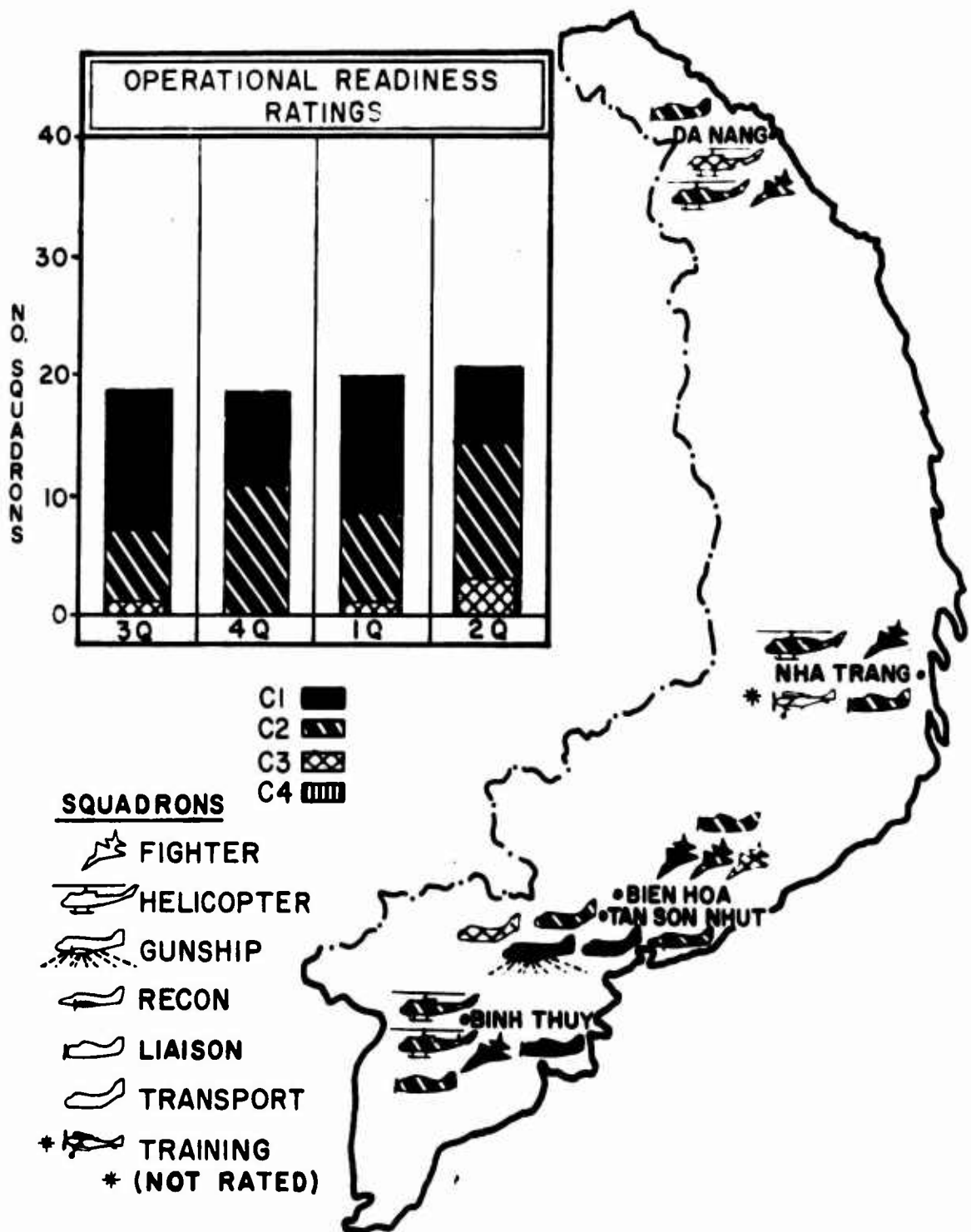
1969

<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	7	9	12	8
C-2	5	4	6	11
C-3	5	3	1	0
C-4	2	3	0	0
TOTAL	19	19	19	19

1970

<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	11	6		
C-2	8	12		
C-3	1	3		
C-4	0	0		
TOTAL	20	21		

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4. (S) WING/SQUADRON OPERATIONAL READINESS.

a. The 41st Wing.

(1) General. The 41st Wing at Da Nang consists of the 110th Liaison Squadron, the 213th and 219th Helicopter Squadrons and the 516th Fighter Squadron. For the third consecutive quarter the operational readiness of the 41st Wing was lowest in VNAF. Although the Wing failed to fly its programmed hours, the time flown increased nine percent for the 2d quarter. The total number of possessed aircraft increased six point five percent this quarter. The operational sortie rate was excellent and resulted in 17,247 tactical sorties flown.

TABLE 3

41ST WING PERFORMANCE SUMMARY

Squadron	110	213	219	516
Pct auth acft poss'd	82	97	92	105
Pct poss'd acft opn'l ready	80	69	60	77
Pct auth aircrews formed	84	59	69	96
Pct auth aircrews opn'l ready	82	59	69	96
Pct programmed hrs flown	89	91	86	109
Pct operational sorties	64	92	87	83
Operational Results				
Strikes con by VNAF FACs	804			
Troops airlifted		18,499	2,959	
Cargo (tons) airlifted		610.8	79.5	
Secondary Explosions				84
Structures damaged/destroyed				121
C-1 Shortfalls (30 June)				
Possessed aircraft				1
Operationally ready aircraft	1	9	4	6
Formed aircrews		8	4	
Operationally ready aircrews		7	2	
1968 Acdt rate 100,000 hrs	13.3	27.5	9.0	0
1969 Acdt rate 100,000 hrs	27.3	23.1	6.6	0
1970 Acdt rate 100,000 hrs	9.8	11.3	14.8	25.1

(2) Results. During the quarter there was a decrease in the number of troops moved. However, there was an increase of 20 percent in the amount of cargo airlifted. The number of structures that were either damaged or destroyed decreased by 65 percent. The strike sorties controlled by VNAF FACs went from 0 last quarter to 804 this quarter, a significant increase. There were no aircraft accidents this quarter, reducing the accident rate to 13.4 through 30 Jun 70. One UH-1 and three H-34s were lost due to combat.

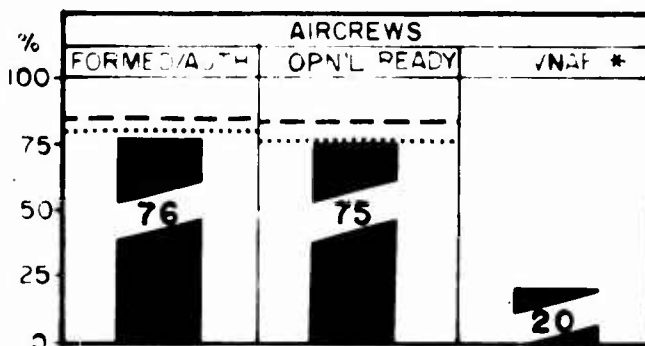
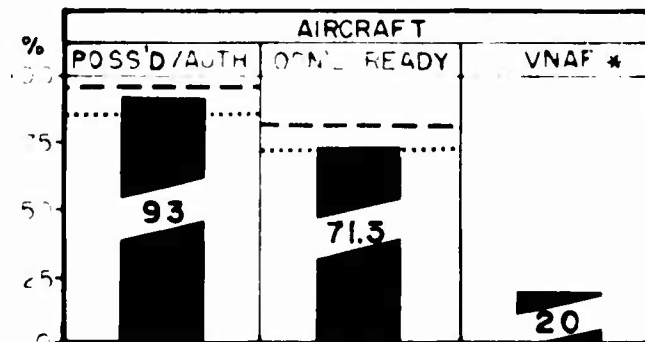
41 ST WING



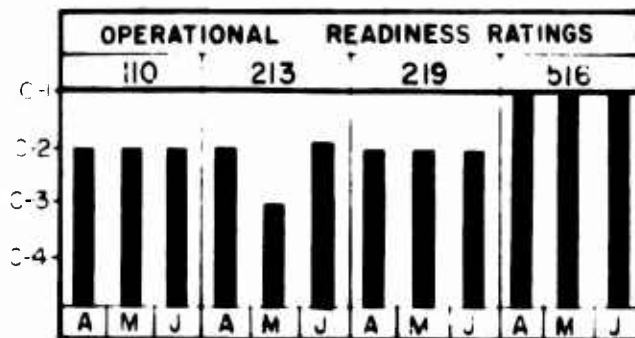
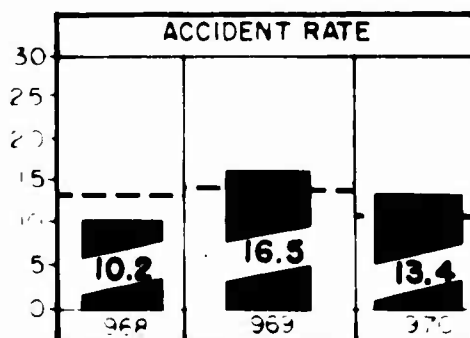
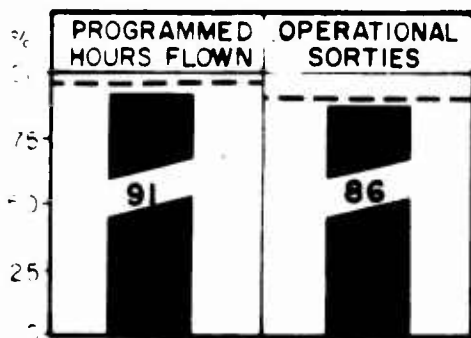
(41 ANG)
AVERAGE POSSESSED ACFT

110TH LN (OH-10-17)	246
213TH HEL (UH-1)	300
219TH HEL (H-34)	229
516TH FTR (A-37)	189
AVERAGE TOTAL	965

PERCENT



* PROPORTION OF VNAF TOTAL



--- VNAF AVG GOAL

SECRET

b. The 62d Wing.

(1) General. VNAF air operations in MR 2 were conducted by the 62d Wing based at Nha Trang. The Wing, the smallest in VNAF, is comprised of the 114th Liaison Squadron, the 215th Helicopter Squadron, and the 524th Fighter Squadron. The aircraft inventory remained the same as the previous quarter, however the time flown increased 19 percent and the Wing flew 99 percent of the flying time programmed. Six A-37 fighters and 10 UH-1 helicopters are deployed at Pleiku in order to provide VNAF air mobility and fighter support to units in the MR 2 highlands.

TABLE 4

62D WING PERFORMANCE SUMMARY

Squadron	114	215	524
Pct auth acft poss'd	86	100	104
Pct poss'd acft opn'l ready	84	66	77
Pct auth aircrews formed	76	62	93
Pct auth aircrews opn'l ready	74	62	93
Pct programmed hrs flown	109	83	116
Pct operational sorties	65	95	79
Operational Results			
Strikes con by VNAF FACs	844		
Troops airlifted		20,343	
Cargo (tons) airlifted		5,219	
Secondary explosions			122
Structures damaged/destroyed			191
C-1 Shortfalls (30 June)			
Possessed aircraft			
Operationally ready aircraft		2	
Formed aircrews	2	7	
Operationally ready aircrews	1	6	
1968 Acdt rate 100,000 hrs	26.3	0	0
1969 Acdt rate 100,000 hrs	19.5	21.8	0
1970 Acdt rate 100,000 hrs	14.9	23.1	20.1

(2) Results. The 20,343 troops lifted by the 215th Helicopter Squadron was a slight decrease of 5 percent, whereas the 521.9 tons of cargo lifted was a 486 percent increase over last quarter. Secondary explosions increased 6 percent, and structures damaged or destroyed rose 158 percent. The Wing experienced two A-1, one O-1 and one UH-1 accidents this quarter, increasing the accident rate to 18.5 through 30 Jun 70. There were no combat losses this quarter.

CHART #6
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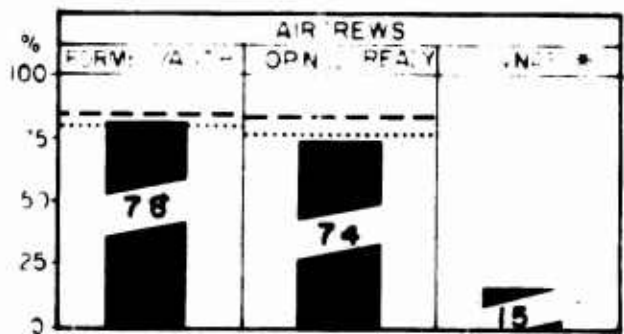
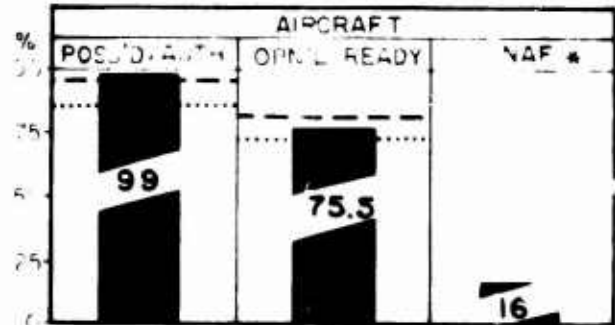
62D WING



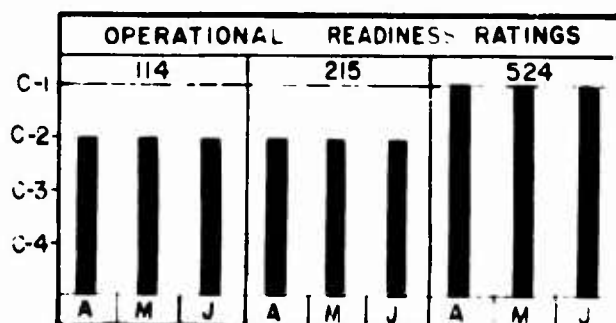
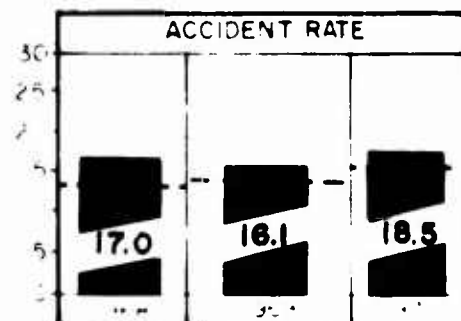
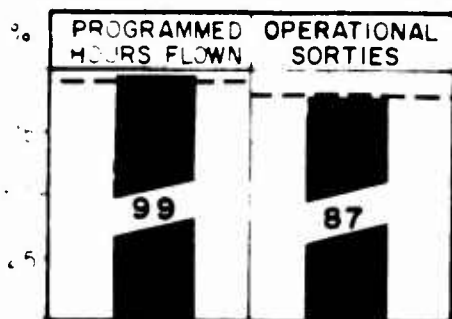
(NHA TRANG)
/AVERAGE POSS'D ACFT

114TH LN (O-1/U-7)	259
215TH HEL (UH-1)	310
524TH FTR (A-37)	18.8
AVERAGE TOTAL	757

PERCENT



* PROPORTION OF VNAF TOTAL



--- VNAF AVG 13 GOAL

SECRET

SECRET

c. The 23d Wing.

(1) General. The 23d Wing at Bien Hoa is composed of the 112th Liaison and the 514th, 518th and 522d Fighter Squadrons. The Wing possessed 51 percent of the VNAF fighter aircraft assets and 46 percent of the fighter aircrews. Fighter units conducted strike missions in both MR 3 and 4 and provided 4,988 sorties in support of operational requirements. The type and number of possessed aircraft are shown in the 23d Wing chart. The Wing continued to provide a 10 aircraft detachment of A-1s to Tan Son Nhut Air Base.

TABLE 5

23D WING PERFORMANCE SUMMARY

Squadron	112	514	518	522
Pct auth acft poss'd	92	88	97	89
Pct poss'd acft opn'l ready	91	85	85	83
Pct auth aircrews formed	79	89	85	96
Pct auth aircrews opn'l ready	74	89	85	96
Pct programmed hrs flown	113	120	119	93
Pct operational sorties	97	84	86	90
Operational Results				
Strikes con by VNAF FACs	2,124			
Secondary explosions		62	32	34
Structures damaged/destroyed		1,554	1,462	493
C-1 Shortfalls (30 June)				
Possessed aircraft		1		
Operationally ready aircraft		6	2	
Formed aircrews	1			
Operationally ready aircrews	1			
1968 Acdt rate 100,000 hrs	7.7	31.8	8.8	36.9
1969 Acdt rate 100,000 hrs	13.3	11.9	7.1	27.9
1970 Acdt rate 100,000 hrs	13.7	33.0	0.0	29.3

(2) Results. Even though only two of the squadrons in the 23d Wing were Fully Operationally Ready (C-1) throughout the quarter the Wing produced excellent results. There was a 19 percent increase in secondary explosions and a 166 percent increase in structures damaged or destroyed during the reporting period. The 2,214 air strikes controlled by VNAF in the 110th Liaison Squadron, although considerably less than last quarter, is still more than recorded by any other VNAF Liaison Squadron. The Wing experienced two O-1 and one A-1 aircraft accidents for an accident rate of 17.5 through 30 Jun 70. There were no combat losses this quarter.

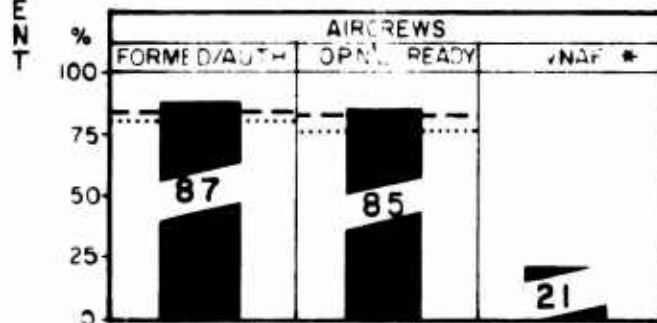
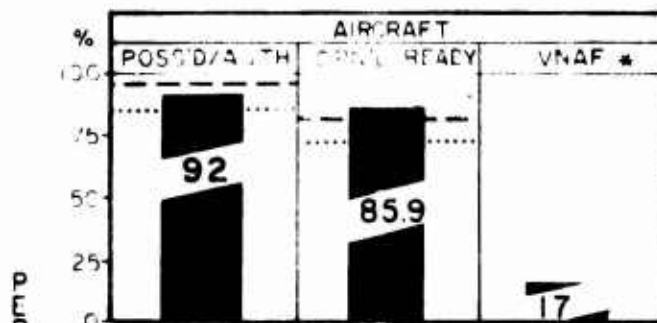
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23D WING

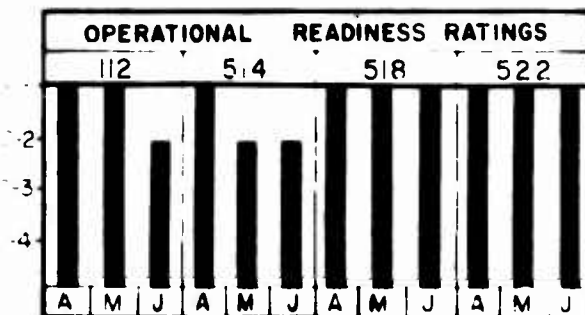
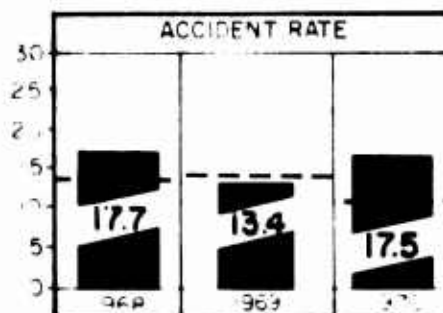
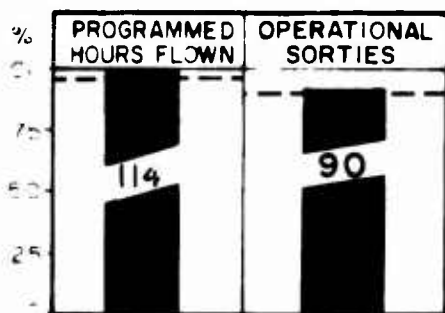


(BEN HOA)
AVERAGE POSSESSED ACFT

112TH LN (O1/U-17)	277
514TH FTR (A-1)	211
518TH FTR (A-1)	175
522D FTR (F-5)	178
AVERAGE TOTAL	843



* PROPORTION OF VNAF TOTAL



--- VNAF AVG 15 GOAL

SECRET

SECRET

d. The 33d Wing.

(1) General. The 33d Wing is located at Tan Son Nhut Air Base and is composed of the 314th Special Air Mission (SAM) Squadron, the 413th and 415th Transport Squadrons, the 716th Reconnaissance Squadron, and the 817th Combat Squadron. The Wing has 116 percent of authorized aircraft and 84 percent of authorized crews. There was a two percent decrease of programmed hours flown by the Wing this quarter.

TABLE 6

33D WING PERFORMANCE SUMMARY *

Squadron	314	413	415	716	817
Pct auth acft poss'd	150	113	113	102	115
Pct poss'd acft opn'l ready	95	83	88	94	92
Pct auth aircrews formed	62	75	90	87	96
Pct auth aircrews opn'l ready	62	75	90	87	96
Pct programmed hrs flown		87	90	91	95
Pct operational sorties		81	65	84	86
Operational Results					
Passengers airlifted	2,681	32,024	14,913		
Cargo (tons) airlifted		1,786	162		
C-1 Shortfalls (30 June)					
Possessed aircraft				1	
Operationally ready aircraft				1	
Formed aircrews	3	1		1	
Operationally ready aircrews	3			1	
1968 Acdt rate 100,000 hrs	-	0	7.1	0	0
1969 Acdt rate 100,000 hrs	0	0	6.7	0	7.7
1970 Acdt rate 100,000 hrs	0	0	0	0	0

(2) Results. The overall effectiveness of the Wing remained basically the same as last quarter with the 817th the only squadron rated as fully operationally ready, C-1, during the quarter. Passengers airlifted by the Wing decreased 19 percent, and there was also a 30 percent decrease in usable film. However, there was a 24 percent increase in cargo airlifted. There were no accidents reported this quarter and the accident rate remains zero for 1970.

* The 314th Special Air Mission Squadron is not given an operational rating.

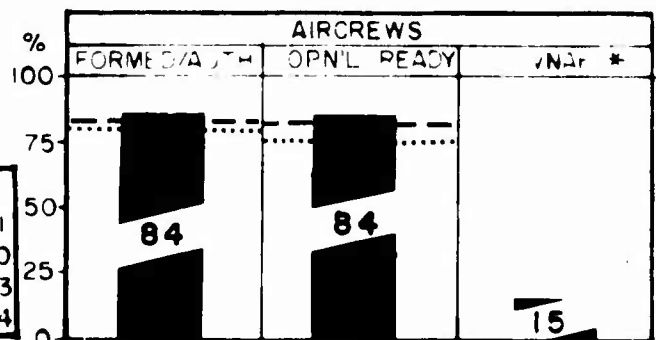
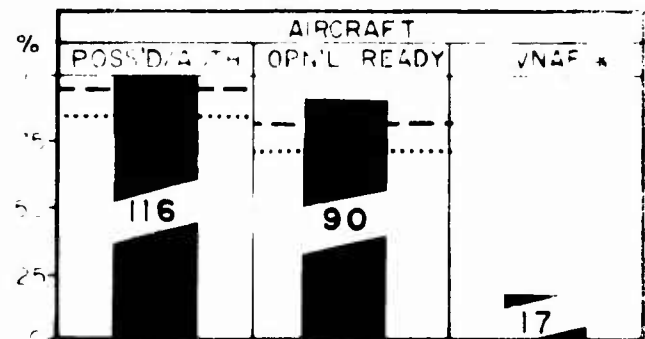
33D WING



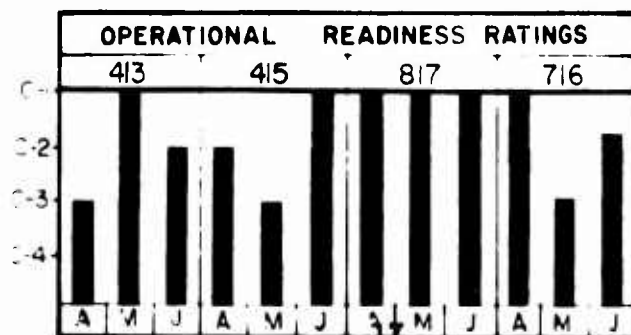
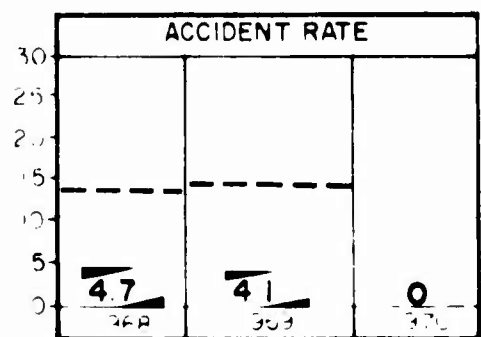
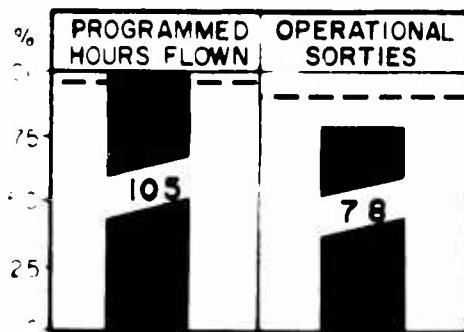
(TAN SON NHUT)
AVERAGE POSSESSED ACFT

413TH TRANS (C-119)	15
415TH TRANS (C-47)	181
716TH RECON (EC/RC-47/U-6)	180
817TH COMBAT (AC-47)	123
AVERAGE TOTAL	634

PERCENT



* PROPORTION OF VNAF TOTAL



--- VNAF **SECRET** GOAL

SECRET

c. The 74th Wing.

(1) General. The 74th Wing at Binh Thuy is composed of the 116th and 122d Liaison Squadrons, the 211th and 217th Helicopter Squadrons and the 520th Fighter Squadron. The Wing has 103 percent of authorized aircraft and 87 percent of authorized crews. The Wing overflowed the flying hour program by two percent.

TABLE 7

74TH WING PERFORMANCE SUMMARY

Squadron	116	122	211	217	520
Pct auth acft poss'd	91	97	104	103	129
Pct poss'd acft opn'l ready	86	90	72	69	80
Pct auth aircrews formed	84	77	64	62	163
Pct auth aircrews opn'l ready	84	77	64	62	163
Pct programmed hrs flown	109	116	100	95	90
Pct operational sorties	73	73	89	95	90
Operational Results					
Strikes con by VNAF FACs	1,720	1,728			
Troops airlifted			34,660	32,390	
Cargo (tons) airlifted			125	2,627	
Secondary explosions					53
Structures damaged/destroyed					5,023
C-1 Shortfalls (30 June)					
Possessed aircraft					
Operationally ready aircraft					
Formed aircrews		1	6	7	
Operationally ready aircrews			5	6	
1968 Acdt rate 100,000 hrs	14.2	—	21.6	10.4	15.7
1969 Acdt rate 100,000 hrs	24.5	—	28.4	14.0	16.0
1970 Acdt rate 100,000 hrs	7.1	20.7	0.0	0.0	21.4

(2) Results. Although there was a 22 percent decrease in the number of troops airlifted by the Wing, there was a substantial increase in all other categories, 21 percent increase in VNAF FAC controlled airstrikes, 2,798 percent increase in cargo airlifted, a 43 percent increase in secondary explosions and a 515 percent increase in structures damaged or destroyed. During the second quarter the Wing experienced one O-1 and one A-37 accident which resulted in an accident rate of 6.3 percent through 30 Jun 70. There were no combat losses this quarter.

CHART #9
SECRET

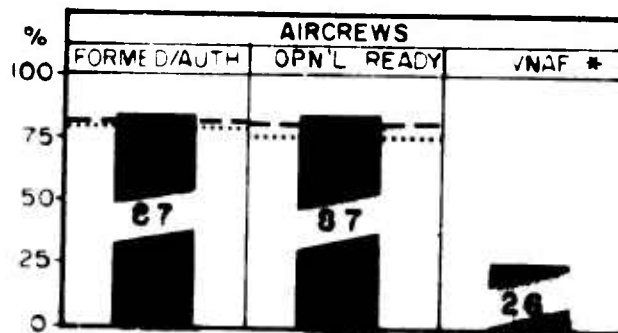
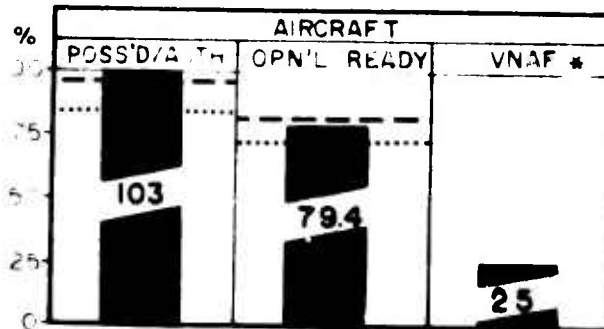
74TH WING



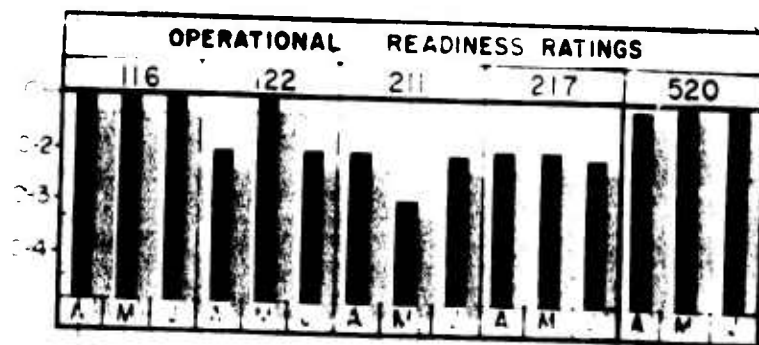
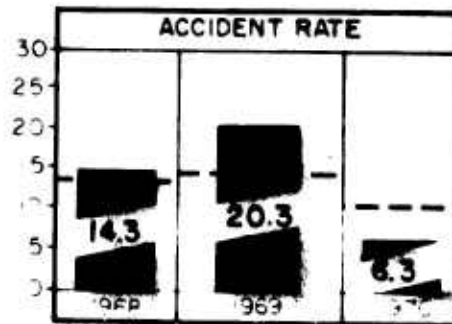
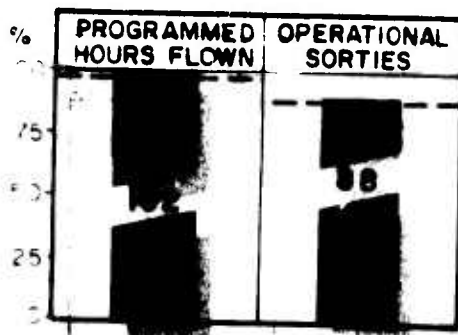
(BINH THUY)
AVERAGE POSSESSED ACFT

116TH LN (O-1/U-17)	27.2
22D LN (O-1)	9.7
211TH HEL (UH-1)	32.2
217TH HEL (UH-1)	31.9
520TH FTR (A-37)	23.2
AVERAGE TOTAL	123.9

PERCENT



* PROPORTION OF VNAF TOTAL



--- VNAF AVG GOAL

CONFIDENTIAL

f. The Air Training Center.

(1) General. The Air Training Center located at Nha Trang conducts eight VNAF schools. They are: (a) the Flight School; (b) Language School; (c) Military Training School; (d) Air Ground Operations (Air Liaison Officer/Forward Air Controller) School; (f) Command and Staff School; (e) Communications and Electronics School; (g) Technical School; and (h) the General Services School.

(2) The Flight School. In the Flying Training Program at ATC, the transition from U-17 to the T-41 aircraft was completed during the reporting period. The last class of five instructor pilots was graduated on 14 February 1970, and all 20 T-41 aircraft were in operation by late May. The last class of U-17 students will graduate on 27 June 1970. The first T-41 class completed ground training on 20 April 1970 and are scheduled to complete flying training on 24 October 1970. The 2d Qtr CY 70 outputs and the CY 70 goals are shown in the table below. The flight school is a 53 week course consisting of 12 weeks of language training, nine weeks of ground training and 32 weeks of flying training.

TABLE 8

ATC GRADUATES

SCHOOL	2D QTR OUTPUT	CY 70 GOAL
Flight School	51	96
ALO/FAC	56	263
Technical School	524	2,176
General Services	295	1,210
Communication & Electronics	206	606
Command and Staff	0	*
Military Training	1,524	*
*Not established		

(3) Other.

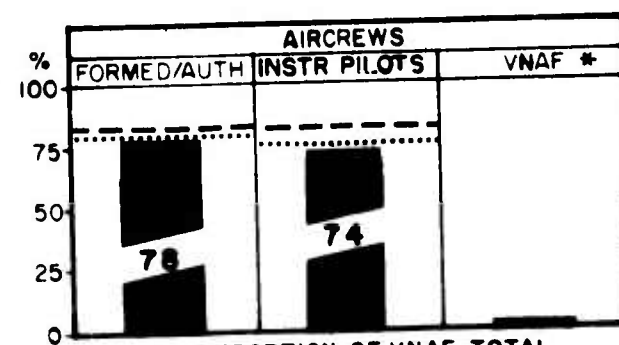
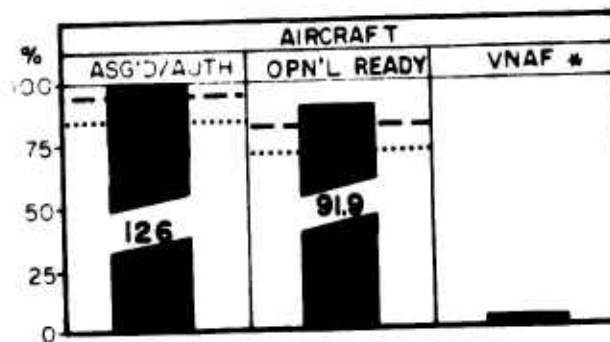
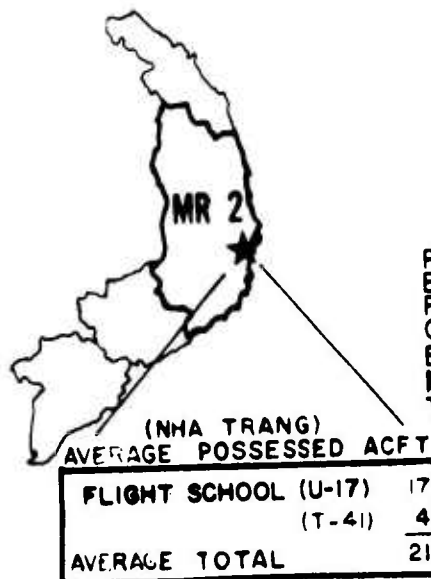
(a) Air Ground Operations School (ALO/FAC) training is in two phases. Phase I is taught at the Air Training Center and covers the mission organization of tactical type air operations, type of aircraft, ordnance in use, operation orders, frag orders and weather. Phase II consists of two weeks training at an air operations center. The school graduated 56 students this quarter.

(b) Alteration work was completed on 60 separate facilities. These facilities were modified for greater occupancy density and use as classrooms and technical laboratories.

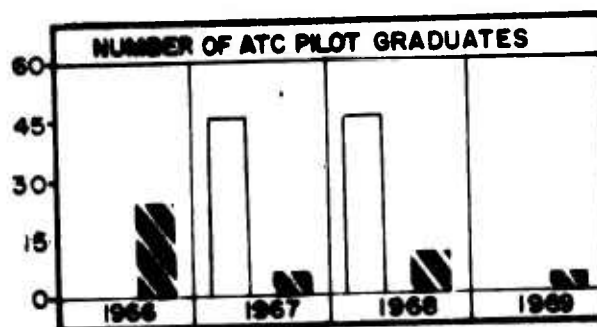
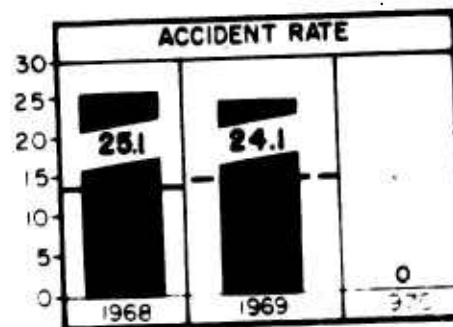
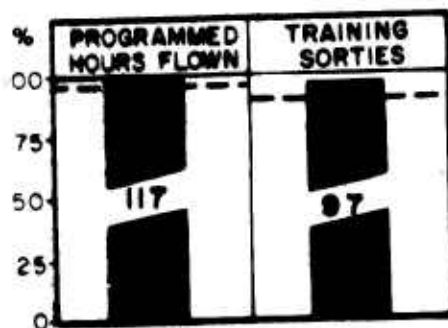
(c) There were no aircraft accidents reported this quarter and the accident rate remains zero for 1970.

CHART #10
CONFIDENTIAL

ATC



* PROPORTION OF VNAF TOTAL



--- VNAF AVG P LOT INSTRUCTOR PILOT GOAL

SECRET

5. (S) FIGHTER STATUS.

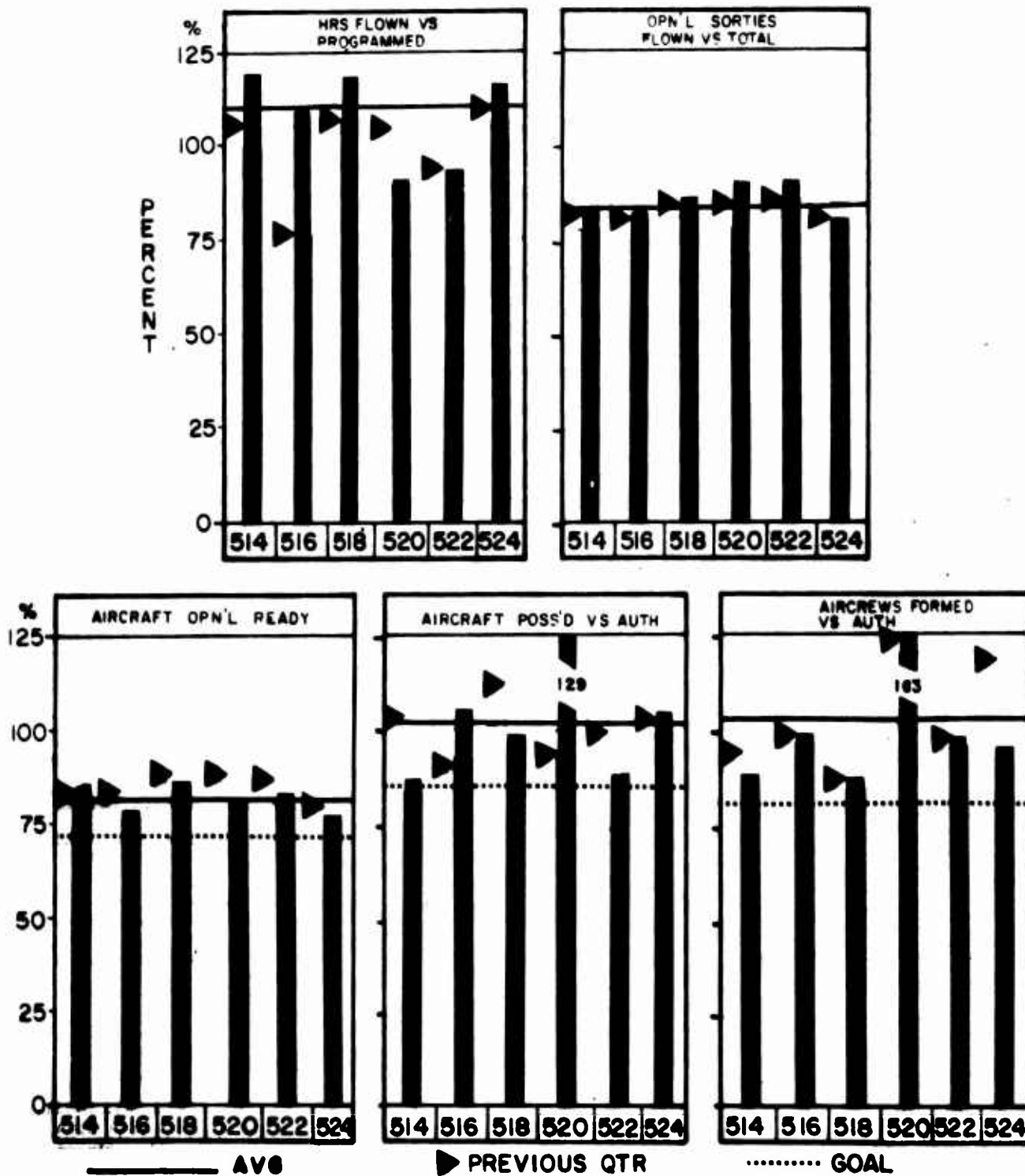
a. General. The VNAF fighter activity depends upon the level of enemy activity. This was evident during this quarter and the high sortie rate will probably continue in the next quarter due to ARVN and Cambodian requirements for air support. All VNAF fighter pilots are scheduled to be proficient in night delivery of ordnance by September 70.

b. Effort. During the 2d quarter CY 70, the number of hours flown by fighter units increased by 12.4 percent with little change in the number of operational sorties flown. The fighter squadrons were scheduled to be fragged one sortie per UE aircraft; they exceeded this rate during the quarter.

c. Results. During second quarter VNAF provided 22 percent of all In-Country Strike Sorties. A long term comparison is shown in the In-Country Strike Sorties chart. During the quarter significant improvements were achieved in the number of structures damaged or destroyed, which increased 246 percent, and secondary explosions, which increased 32 percent. Six VNAF fighters (two - A-37s and four - A-1s) were lost due to aircraft accidents and resulted in an accident rate of 33.9. During the reporting period one A-37 and four A-1s were lost due to combat.

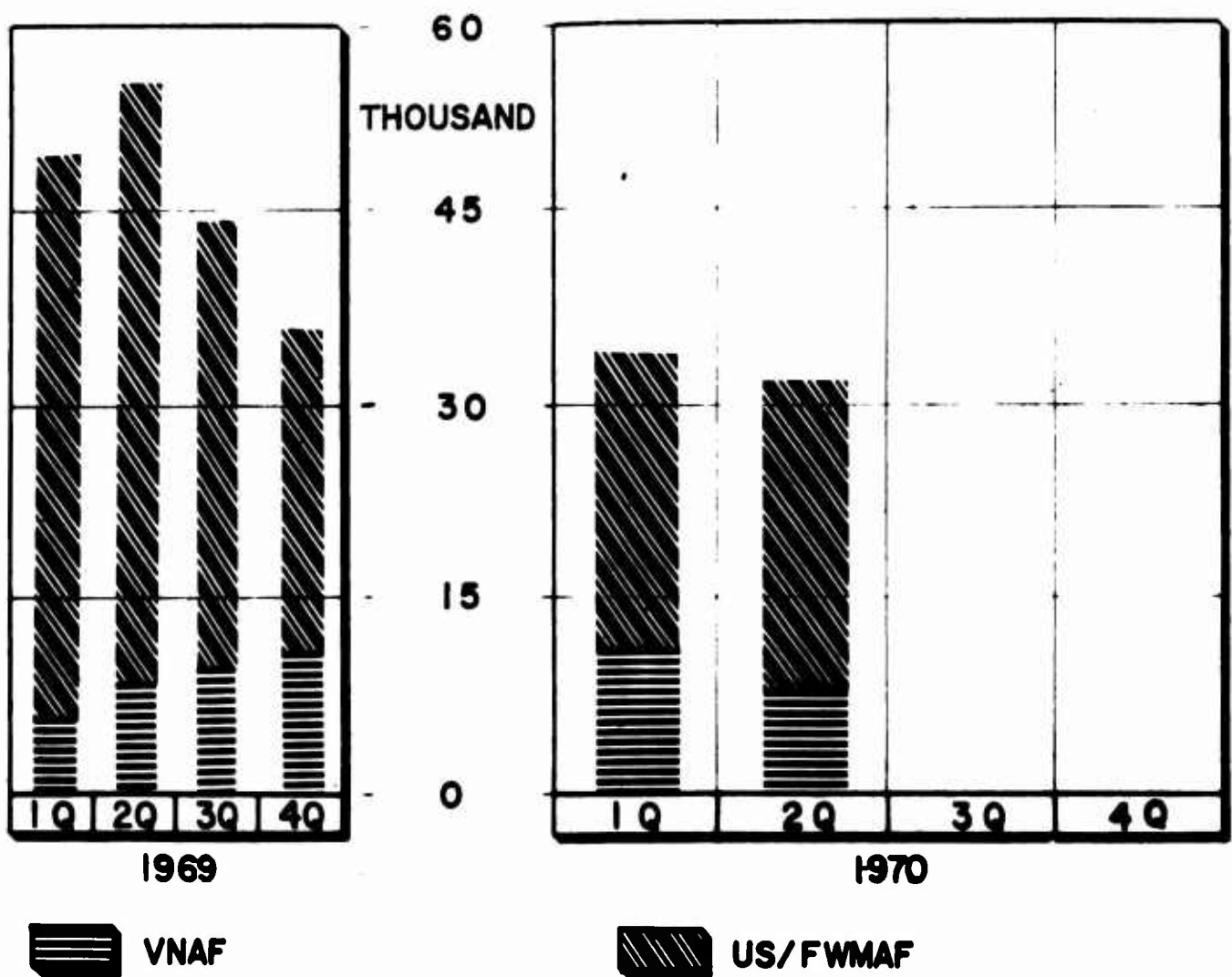
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VNAF FIGHTER OPERATIONAL STATUS

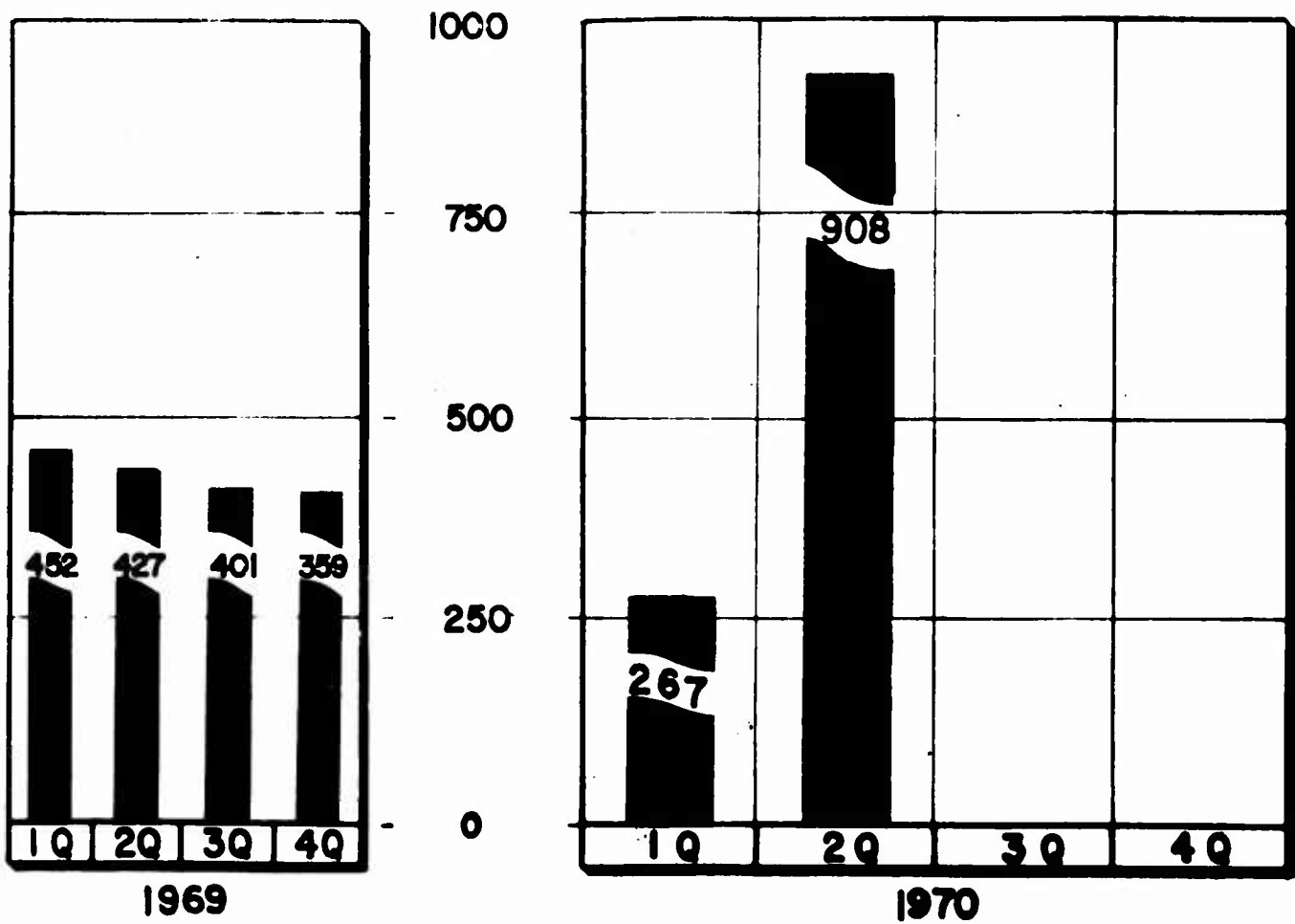


SECRET

IN-COUNTRY STRIKE SORTIES



**STRUCTURES DAMAGED/DESTROYED RATE
PER 1,000 SORTIES**



SECRET

6. (S) HELICOPTER STATUS.

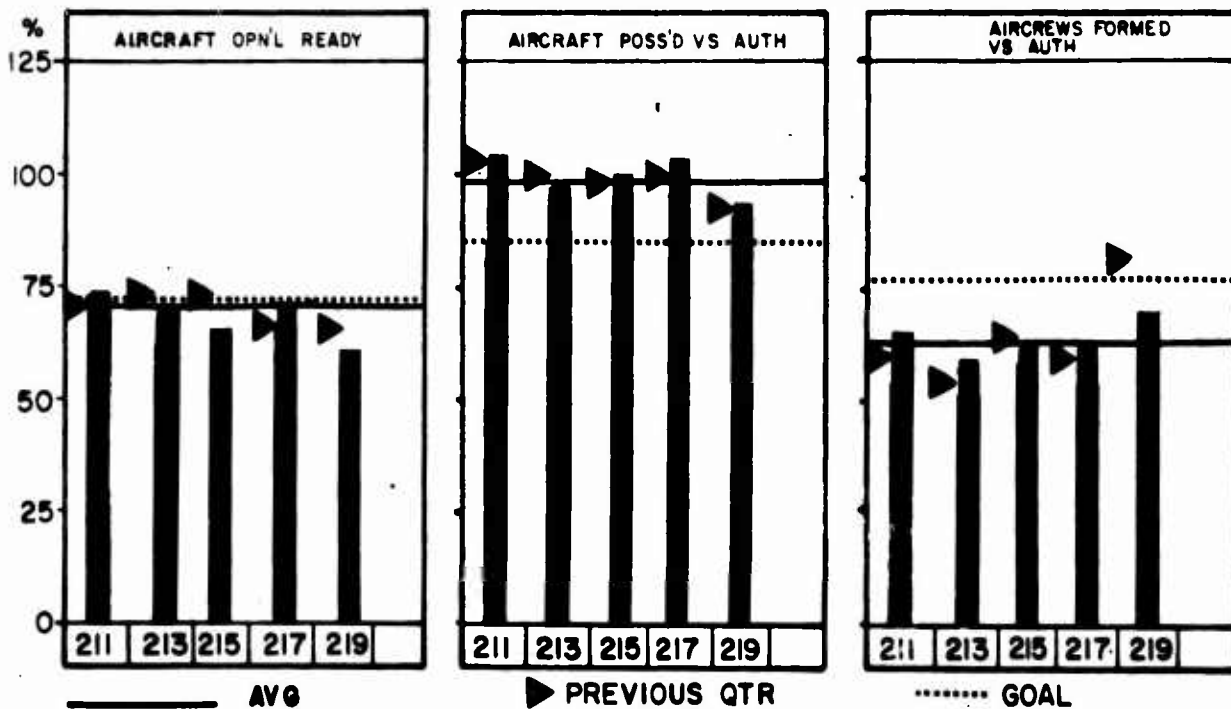
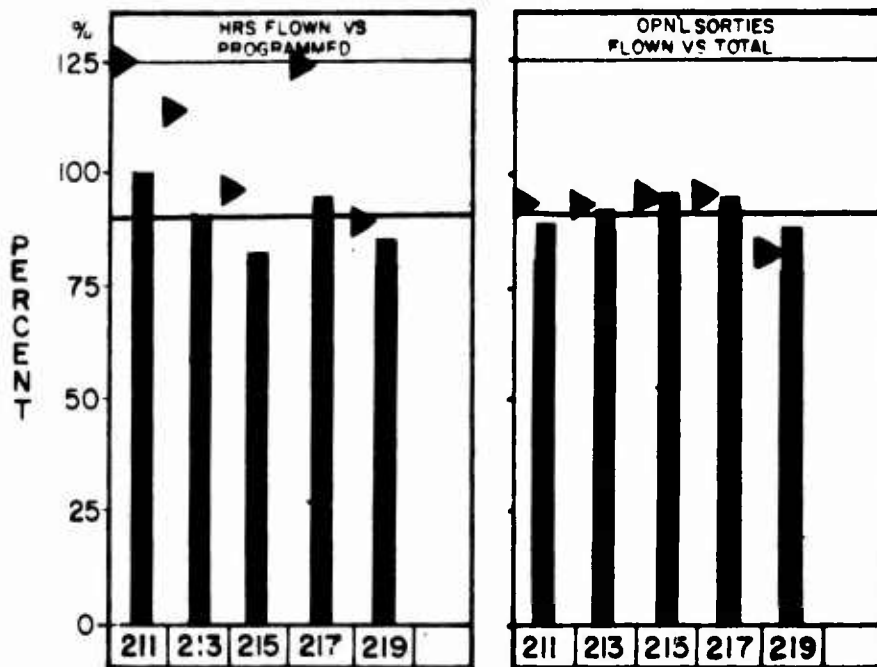
a. General. The VNAF helicopter program continues to progress in operational and training areas. Although programmed flying increased considerably this quarter VNAF continued to fly a high percentage (89.1) of the programmed time. Thirty gunship crews have been trained and are operationally ready. This initial cadre of gunship crews will provide the nucleus of instructors for future gunship training. Six UH-1 helicopters have been completely modified with the ASC-10 Command and Control configuration. Installation of the additional five group A Kits and two group B Kits is being delayed due to lack of parts. Tracer action has been initiated and the expected completion date is now August 70. Each squadron is to have 8 gunship and 3 command and control helicopters modified and operational during the coming quarter. The 190th Helicopter Squadron will activate 1 September 70, bringing the total UH-1 VNAF squadrons to five. Crew shortages remain the major obstacle to increased operational flying. At the close of 2d Qtr CY 70, 63 percent of the authorized UH-1 aircrews were operationally ready.

b. Effort. The operational readiness remained the same as last quarter, with four squadrons C2 (operationally ready) and one squadron C3 (marginally operationally ready). As of 30 June the assets necessary to achieve C-1 (fully operationally ready) status for all helicopter squadrons were 15 operationally ready aircraft, 32 formed crews and 26 operationally ready crews. The 67.3 percent helicopter operationally ready rate continued to be the lowest in VNAF. The efforts of each UH-1 squadron are shown in charts 15 through 18. The 211th and 217th Squadrons in MR 4 again increased the number of combat support and combat assault sorties flown during 2d Qtr CY 70.

c. Results. VNAF helicopters flew 2,322 more hours and provided 9,035 more operational sorties than the previous quarter. The number of troops airlifted decreased 20 percent for a total of 108,851. The amount of cargo airlifted again increased sharply 66 percent and totaled 1,599.9 tons. The helicopter accident rate was 4.1 per 100,000 hours flown and was well under the VNAF average of 10.4. There were three H-34s and four UH-1s lost due to combat during 2d Qtr CY 70.

SECRET

VNAF HELICOPTER OPERATIONAL STATUS



PREVIOUS QTR

SECRET

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HELICOPTER SORTIES

CHART #15
211TH

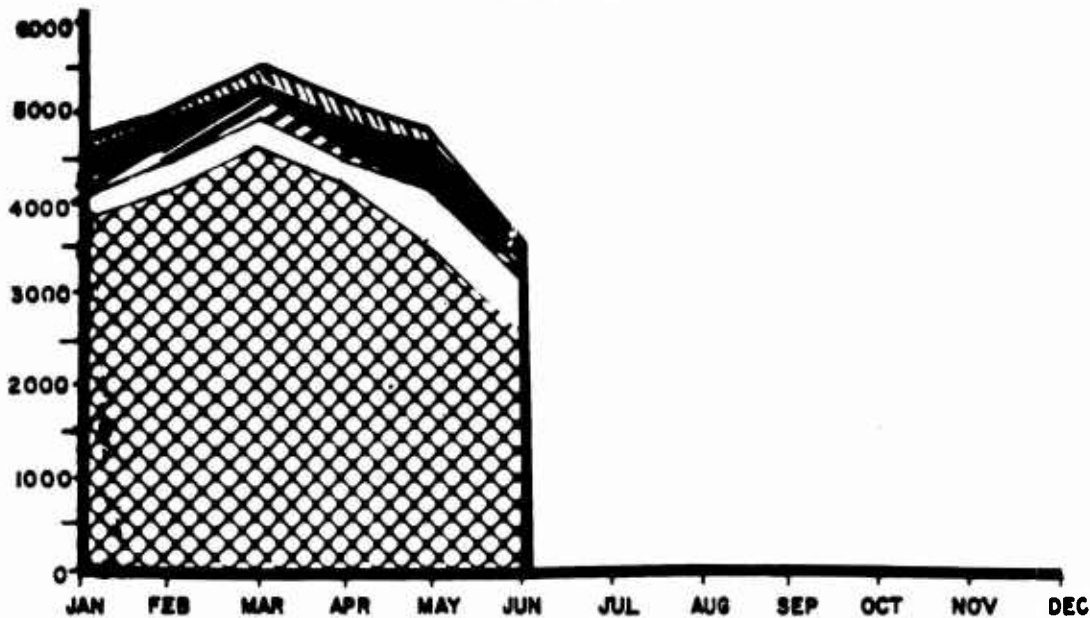
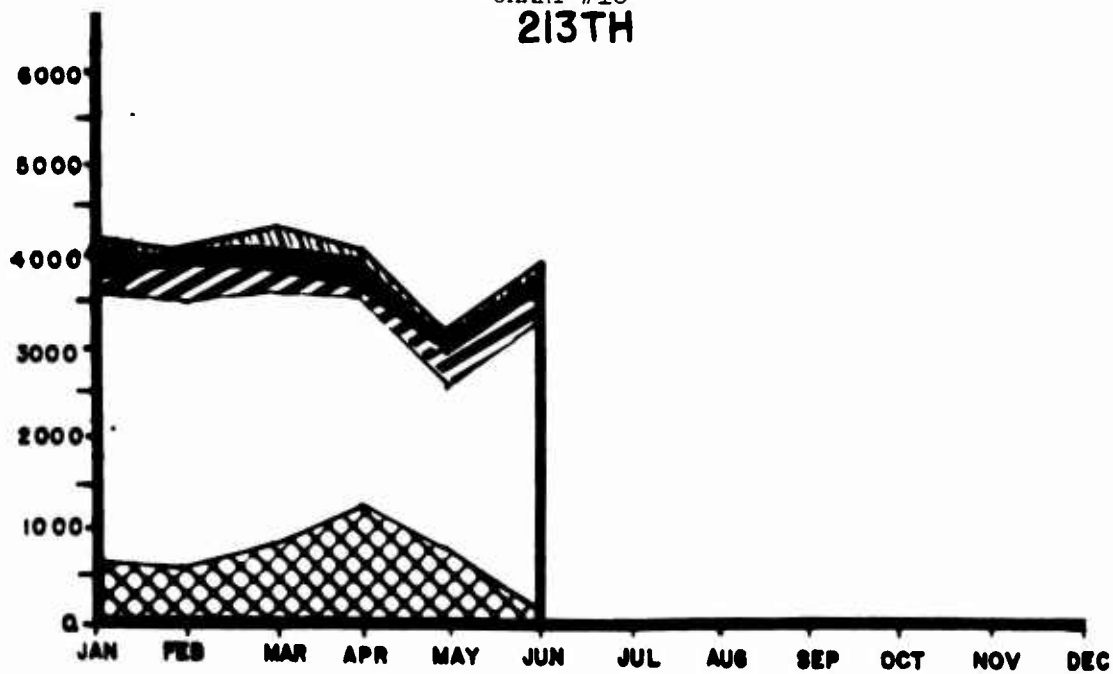


CHART #16
213TH



MAINTENANCE
TRAINING

MED EVAC
COMBAT SUPPORT
COMBAT ASSAULT

SECRET

HELICOPTER SORTIES

CHART #17
215 TH

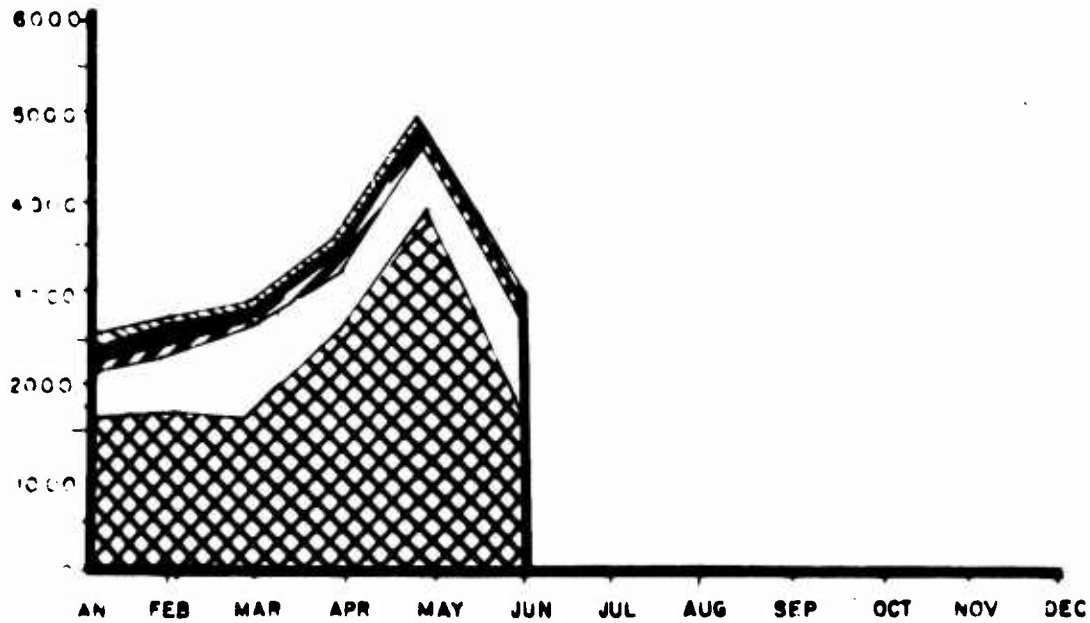
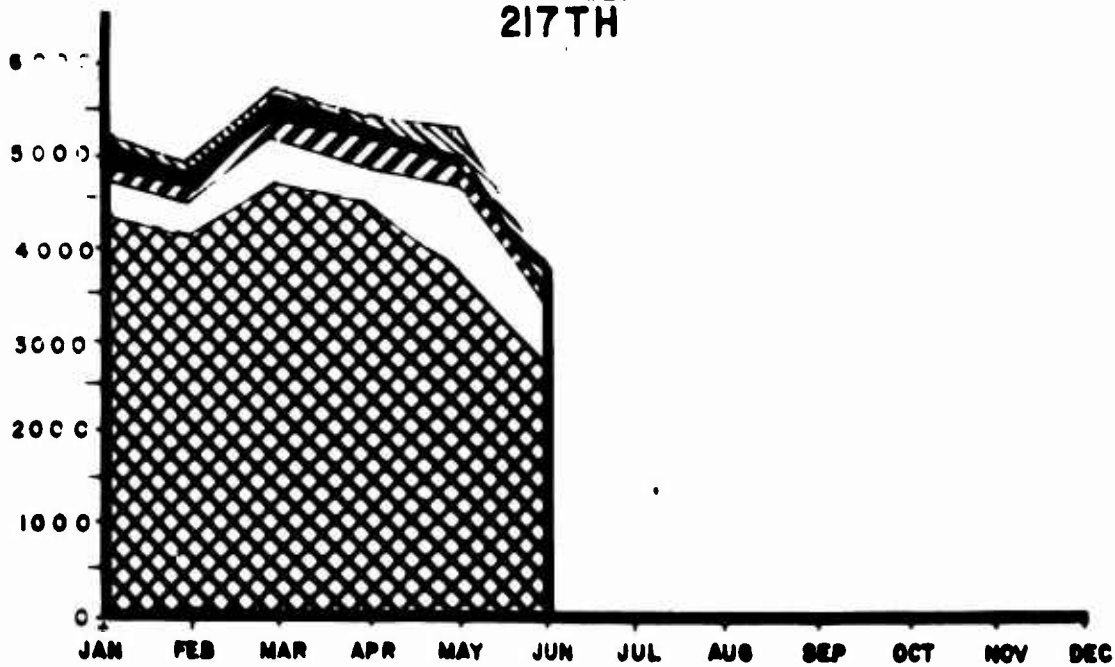


CHART #18
217 TH



/// MED EVAC
COMBAT SUPPORT
COMBAT ASSAULT

MAINTENANCE
TRAINING

29
SECRET

SECRET

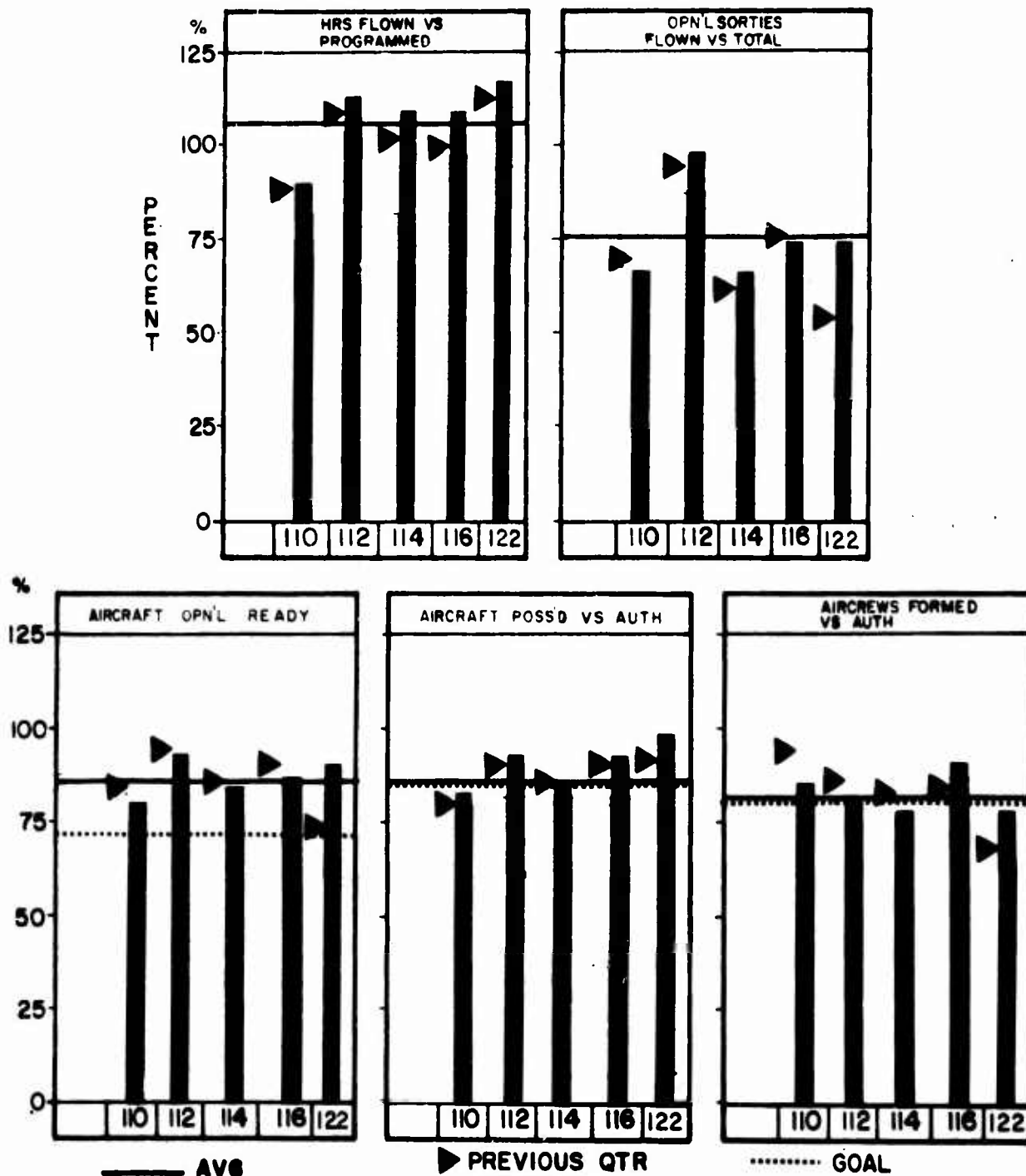
7. (S) LIAISON STATUS.

a. General. VNAF is operating five liaison squadrons with the addition of the 112th Squadron during the first quarter CY 70. During CY 69 and 1st and 2d quarter 70, fifty-nine O-1 aircraft were transferred to VNAF. Liaison aircraft assets at the end of June were 87 O-1 and 52 U-17 aircraft. Two hundred and eighty nine VNAF FACs have been qualified to control VNAF air strikes: eighty-six of the FACs (44 pilots, 42 observers) are qualified to control US and FVMAF air strikes. All TACPs are now collocated with the exception of the one located at Nha Trang, MR 2. MR 4 VNAF FACs are controlling 96 percent of the VNAF strikes, and 38 percent of the US Air Strikes; there are two FACs qualified for night operations and one in training. Fifty-seven percent of the operational sorties were visual reconnaissance, thirty percent were FAC flights and thirteen percent were flown in support of psychological warfare. One of the squadrons is C-1 (fully operationally ready) while the remaining four are C-2 (operationally ready) and require one operationally ready aircraft, four formed crews and two operationally ready crews for C-1 status.

b. Results. The air strikes (7,211) controlled by VNAF FACs decreased by 21 percent from the previous quarter. The liaison squadrons flew 784 speaker hours and dropped 80.4 million leaflets during psychological warfare missions. There were five O-1 aircraft accidents which resulted in a liaison accident rate of 16.25 per 100,000 hours flown during the quarter. No aircraft were lost due to combat activity.

SECRET

VNAF LIAISON OPERATIONAL STATUS



SECRET

SECRET

8. (S) TRANSPORT, GUNSHIP, AND RECONNAISSANCE STATUS.

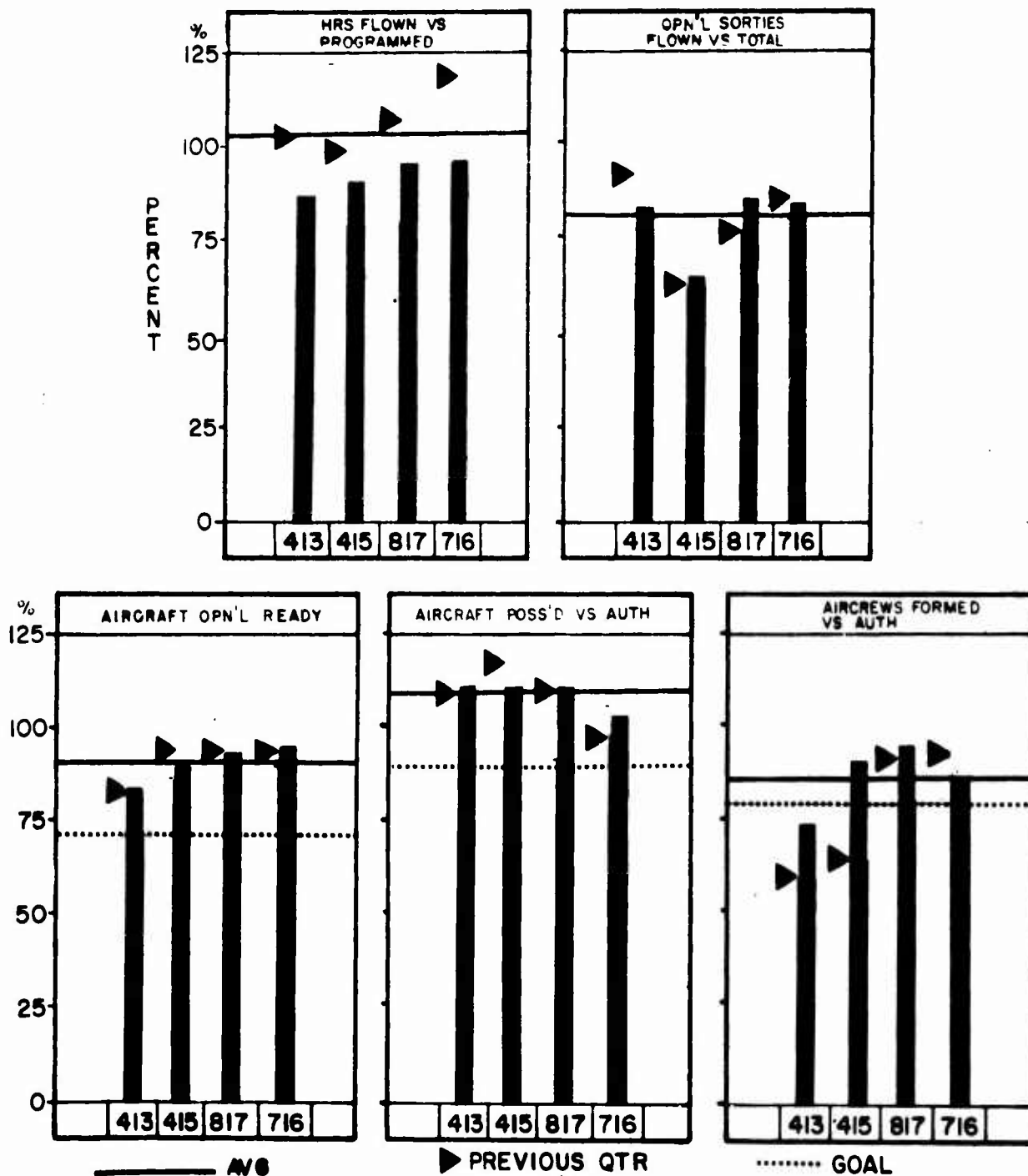
a. General. The available assets for the 413th (C-119) and 415th (C-47) Transport Squadrons, the 817th (AC-47) Gunship Squadron and the 716th (ER/RC-47) Reconnaissance Squadron are shown in Chart 20. Two of the five Fully Operationally Ready goals, at least 85% of authorized aircraft possessed and 71% of authorized aircraft operationally ready, were met by all squadrons. The Not Operationally Ready Supply (NORS) rate exceeded the 5 percent standard in March and April, however was well within the criterion (3.1 percent) during June. Only the 413th failed to achieve the goal of having 80 percent of the authorized aircrews assigned. Continued efforts toward aircrew training and increased operational efficiency have produced good results. The experience level of transport crews has increased and will materially contribute to the activation of future squadrons. Training has been initiated to provide crews for the AC-119G squadron. The establishment of an in-country, VNAF operated, navigator training school has substantially increased the training capability and potential in VNAF.

b. Results. Although these units did not fly as many hours this quarter, they did exceed programmed flying hours by three percent overall. The results for the quarter were lower for troop airlifted and photo reconnaissance film. However, cargo airlifted increased 24 percent. VNAF transport, gunship, and reconnaissance squadrons had no major accidents or combat losses during the reporting period.

SECRET

SECRET

VNAF TRANSPORT GUNSHIP AND
RECONNAISSANCE OPN'L STATUS



SECRET

UNCLASSIFIED

SECRET

ANNEX A

GLOSSARY OF VNAF EVALUATION TERMS: OPERATIONAL READINESS*

1. Fully Operationally Ready (C-1): A high degree of relative effectiveness. The unit is adequately manned, equipped, trained and capable of performing its primary mission.

At least 85% of authorized aircraft possessed.
At least 71% of authorized aircraft operationally ready.
At least 80% of authorized crews formed.
At least 75% of authorized crews operationally ready.
At least one operationally ready crew for each operationally ready aircraft.

2. Operationally Ready (C-2): A lesser degree of capability than C-1. Minor deficiencies exist in personnel, facilities, equipment, training, etc.

61 to 84% of authorized aircraft possessed.
51 to 70% of authorized aircraft operationally ready.
56 to 79% of authorized crews formed.
51 to 74% of authorized crews operationally ready.
At least one operationally ready crew for each operationally ready aircraft.

3. Marginally Operationally Ready (C-3): A lesser degree of capability than C-2. Major deficiencies exist in personnel, facilities, equipment, training, etc.

30 to 60% of authorized aircraft possessed.
25 to 50% of authorized aircraft operationally ready.
31 to 55% of authorized crews formed.
25 to 50% of authorized crews operationally ready.
At least one operationally ready crew for each operationally ready aircraft.

4. Not Operationally Ready (C-4): The lowest degree of effectiveness. Unit is incapable of performing its operational mission. Extreme deficiencies exist in personnel, facilities, equipment, training, etc. Aircraft and aircrew readiness percentages are lower than those prescribed for C-3.

*US Air Force Regulation 400-4, 19 May 65.

UNCLASSIFIED

SECRET